be a thing which will be gratefully remembered by the community as an attempt on the part of the Government to satisfy the religious susceptibilities of an important section of its subjects. With these words I second the cut motion.

Dr. D. Raghavendra Rao.—The Ernakulam market was being conducted on Mondays, Wednesdays and Fridays for a long time now. Saturdays are objectionable to the Jews and Sundays to the Christians and it will be a great inconvenience to the public if Wednesdays are to be dropped, and instead of Friday, Thursday is to be accepted; Government at present does not intend to change the day.

മിസ്റ്റർ എ. കെ. കുഞ്ഞുമൊയ്തീൻ.—മുനിസിപ്പൽ കൌൺസിലിനോടു് ഇതിനെക്കുറിച്ചു് ആലോചിക്കയുണ്ടായോ?

Dr. D. Raghavendra Rao.—No.

മിസ്റ്റർ എ. കെ. കുഞ്ഞുമൊയ്തീൻ.—മുനിസിപ്പൽ കൌൺസിലിന്റെ അഭിപ്രായമറിഞ്ഞുപ്രവർത്തിപ്പാൻ ഗവർമ്മെണ്ടിനു ദയവുണ്ടാകുമോ?

ഡാക്ടർ ഡി. രാഘവേന്ദ്രറാവു.—ആലോചിക്കാം.

മിസ്റ്റർ എ. കെ. കുഞ്ഞുമൊയ്തീൻ.—ഗവർമ്മെണ്ടു ദയവായി വീണ്ടും ആലോചിക്കുമെന്ന വിശ്വാസത്തിൽ ഞാൻ ഈ മോഷൻ പിൻവലിക്കുന്നു.

The motion was withdrawn with leave of the House.

Motion No. 2.

Mr. A. B. Salem.—*To reduce the allotment of Rs. 1,100 under XXIII—Sanitation and Conservancy by Re. 1.*

Mr. A. B. Salem.—I do not move.

Hence the motion was considered withdrawn.

Question put: *that the demand may be made.*

Motion carried.

21. XXVII.—Public Works.—Rs. 15,000.

Mr. V. K. Aravindaksha Menon.—Sir, I beg to move for an additional grant of Rs. 15,000 under XXVII—Public Works. This amount is to be spent in connection with certain survey works for the Hydro-Electric scheme. The House will remember that an allotment of Rs. 15,000 was passed in this Council for this year. Out of this allotment an expenditure of Rs. 6,580 was incurred in connection with the survey for the construction of the Tramway from Karapparakutti to Poringalkuttu.

Inclusive of establishment charges which comes to about Rs. 650 per month, a sum of Rs. 8,000 has already been spent by the investigation party and they have completed this work on the final location of the channel, forebay and the pipe line. Final

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estimates for these items of work have also been prepared and they are undergoing check in my office. In the remaining months of the year they will be engaged on the survey of the storage, reservoir, alignment of the dam, investigation of dam foundations and a survey of the alignment of the transmission line from Poringalkuttu to Chalakudy. This will complete the entire survey in connection with the head works of the scheme. It is proposed to engage more surveyors for these works so that works may be completed in a short time. It has also been found on experience that if the number of surveyors is small at present we have only two-considerable delay occurs due to the nature of the locality where they work and there they get disabled on many days on accound of fever, dysentery, and other causes. If there are more men, it will be possible to replace those who find themselves unable to work on certain days.

A sum of Rs. 5,000 will be required for the reservoir survey and a sum of Rs. 3,000 for transmission line survey. A sum of Rs. 4,500 will be necessary for the purchase of a boring plant to test foundations, These three amounts aggregate to Rs. 12,500. For unforeseen contingencies, a sum of Rs. 2,500 is also included in this demand for Rs. 15,000. I request the House to sanction this grant.

Mr. Thomas Manjuran.—May I know if this scheme had been scrutinised by electrical experts recently?

Mr. V. K. Aravindaksha Menon.—The scheme has not been scrutinised but it is proposed to send the scheme for scrutiny to a firm of consulting engineers.

Mr. P. Krishna Menon.—Is the diversion of the Tramway decided upon ?

Mr. V. K. Aravindaksha Menon.—The final estimate for the Tramway from Karparakutti to Poringalkuttu has not yet been received.

Mr. P. Krishna Menon.—What I want to know is whether the diversion has been pitched upon or some other means of communication is contemplated?

Mr. V. K. Aravindaksha Menon.—When we receive the estimates for the Tramway diversion we will have to consider whether the expenditure necessary will be too great to be taken up. Then we will have to consider any alternative methods of alignment which will be desirable for transportation purposes.

Mr. P. Krishna Menon.—That question therefore will depend more or less upon the cost?

Mr. V. K. Aravindaksha Menon.—It will depend on the cost to a very great extent.

മിസ്റ്റർ പി. കെ. കൃഷ്ണമൊയ്നിൻ.—ഗോതുരുത്തുറോഡിന്റെ പണി കഴിക്കുമോ?

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മിസ്റ്റർ വി. കെ. അരവിന്ദാക്ഷമേനോൻ.—ഗോതുരുത്തു റോഡിന്റെ പണി ഇപ്പോൾ നിർത്തിവെച്ചിരിക്കയാണ്. അവിടെ വൃക്ഷങ്ങൾക്ക് പ്രതിഫലം കൊടുക്കാതെ റോഡു കൊണ്ടുപോയിക്കൊള്ളാമെന്നാണ് അവിടെയുള്ള ജനങ്ങൾ പറഞ്ഞിരുന്നതു് ഇപ്പോൾ അതിനു അവർ സമ്മതിക്കുന്നില്ല. അക്കാര്യം തീർച്ചയാക്കുന്നതുവരെ ആ റോഡുപണി നിർത്തിവെച്ചിരിക്കയാണ്.

മിസ്റ്റർ എ. കെ. കുഞ്ഞുമൊയ്തീൻ.—വൃക്ഷങ്ങൾക്ക് ഗവ മ്മെണ്ടു വിലകൊടുക്കുകയില്ലെന്നാണൊ?

മിസ്റ്റർ വി. കെ. അരവിന്ദാക്ഷമേനോൻ.—കൊടുക്കേണ്ടിവരികയില്ലെന്നാണ് ആദ്യം വിചാരിച്ചിരുന്നതു്. ഇപ്പോൾ വില വേണമെന്നു അവർ ആവശ്യപ്പെടുന്നു.

Motion No. 1.

Mr. K. Ayyappan.—*To reduce the allotment of Rs. 15,00. under XXVII—Public Works by Rs. 1.*

മിസ്റ്റർ കെ? അയ്യപ്പൻ.—വയ്യ്—പള്ളിപ്പുറം റോഡ് കല്ലിടുതല്ലുന്ന കാര്യത്തിൽ ഗവമ്മെണ്ടു വല്ല പണിയും തുടങ്ങിയിട്ടുണ്ടൊ?

മിസ്റ്റർ വി. കെ. അരവിന്ദാക്ഷമേനോൻ.—ആ റോഡിന്റെ പണിക്കു് സ്റ്റെയിറുമെൻറു എല്ലാം തയാറാക്കിയിട്ടുണ്ടു. അതു് ഗവമ്മെണ്ടു സാങ്ഷൻ കഴിഞ്ഞിട്ടുണ്ടെന്നാണു് അറിയുന്നതു്. ഉടനെതന്നെ പണി കൺട്രാക്ടു് കൊടുക്കുന്നതാണ്.

മിസ്റ്റർ കെ അയ്യപ്പൻ.—ആ പ്രദേശത്തെ വളരെ ആളുകൾ ഒപ്പിട്ടു് ഒരു ഹർജി ദിവാൻജി അവർകൾക്കു് അയച്ചതായി അറിയുന്നു. ആ ഹർജിയിൽ പറഞ്ഞിട്ടുള്ള സംഗതികൾ മിക്കതും ജനങ്ങൾക്കു് സമ്മതമായിട്ടുള്ളതും ആവശ്യമായിട്ടുള്ളതുമാണ്. എന്നാൽ ഈ റോഡിന്റെ പണി തല്ക്കാലം നിർത്തിവെച്ചു് അയ്മ്പിള്ളിയിൽ ഒരു തോടു കുത്തണമെന്നു അത്ഥംവരത്തക്ക ഒരു സൂചന ആ ഹർജിയിൽ പെട്ടിട്ടുണ്ടു്. ഹർജി ഇംഗ്ലീഷിലായിരുന്നതിനാൽ ആളുകൾക്കു് വായിച്ചു മനസ്സിലാക്കാൻ കഴിയാതെ പോയി. റോഡിനുവേണ്ടി ഒപ്പിടുകയാണെന്നായിരുന്നു അവരുടെ ധാരണ. അവിടെയുള്ളവർക്കു് ഈ റോഡിനോടു് ആവശ്യമുള്ളതായി തല്ക്കാലം വേറെ ഒരു മരാമത്തുംഇല്ല. ആ സംഗതി ഗവമ്മെണ്ടു് തെറ്റിദ്ധരിക്കരുതെന്നു് പറയാൻ വേണ്ടി മാത്രമാണ് ഞാൻ ഈ കട്മോഷൻ അയച്ചിട്ടുള്ളതു്. ഈ റോഡിന്റെ പണി കഴിയുന്നതും വേഗം നിവർത്തിച്ചു തരണമെന്നു ഞാൻഅപേക്ഷിക്കുന്നു. കല്ലു രേഖരിക്കുവാൻ ൩൫,൦ ൦ ൦ രൂപാ അനുവദിച്ചതു ക്ഷാമകാലത്തു് ജനങ്ങൾക്കു് ഒരു ഉപകാരമാകാനായിട്ടാണ്. അങ്ങിനെ ഉപകാരപ്പെടത്തക്കവിധം ഉടനെ പണിതുടങ്ങേണ്ടതു് അത്യാവശ്യവും ആണ്.

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മിസ്റ്റർ വി. കെ. അരവിന്ദാക്ഷമേനോൻ.—പണി എട്ടുപ ത്തു ദിവസത്തിനകം തുടങ്ങുന്നതാണ്.

Mr. K. Ayyappan,—I withdraw the motion.

The motion was withdrawn with leave of the House.

Motion No. 2.

Mr. P. Kumaran Ezhuthassan.—*To reduce the allotment of Rs. 15,000 under XXVII—Public Works by Re. 1.*

Mr. P. Kumaran Ezhuthassan.—At what stage is the construction of the road from 11/2 Shoranur to Matchad?

Mr. V. K. Aravindaksha Menon.— Land acquisition proceedings are going on.

Mr. P. Kumaran Ezhuthassan.—Will it be taken up this year?

Mr. V. K. Aravindaksha Menon.—As soon as lands are acquired the works will be started.

Mr. P. Kumaran Ezhuthassan.—In the last Vrischigam Session also the same answer was given and we are three months this side and we are at the same place. I want to know whether it will be possible to conduct the proceedings this year.

Mr. T. M. Krishna Menon.—I cannot say.

The motion was withdrawn with leave of the House.

Motion No. 3.

Mr. P. Kumaran Ezhuthassan.—*To reduce the allotment of Rs. 15,000 under XXVII—Public Works by Re. 1.*

മിസ്റ്റർ പി. കുമാരൻഎഴുത്തച്ഛൻ.—ചെറുവന്നൂർ വില്ലേജിൽ കുമ്പഴ എന്നസ്ഥലത്തു് ഒരു പാലം കെട്ടുന്നതിനു് ആ പ്രദേശത്തുകാർ സർക്കാരിലേക്കു ഒരു ഹർജി അയയ്ക്കുകയുണ്ടായി. ആ പാലം ഇല്ലാത്തതുകൊണ്ടു് അവിടെയുള്ളവർക്കു് പലവിധ അസൌകര്യങ്ങളും നേരിടുന്നു. ആ പാലം അടുത്ത കാലത്തുതന്നെ ചെയ്തുകിട്ടാൻ ഞാൻ അപേക്ഷിക്കുന്നു.

മിസ്റ്റർ വി. കെ. അരവിന്ദാക്ഷമേനോൻ.—എനിക്കു അതിനെപ്പറ്റി ഓർമ്മയില്ല. ഞാൻ അതിനെപ്പറ്റി ആലോചിക്കാം.

Mr. P. Kumaran Ezhuthassan.—I withdraw.

The motion was withdrawn with leave of the House.

Motion No. 4.

Mr. K. Mohamed Seethi.—*To reduce the allotment of Rs. 15,000 under XXVII—Public Works by Re. 1.*

Mr. K. Mohamed Seethi.—Sir, this motion is intended to draw the attention of the Government to some of the various disabilities of the motor boat owners of the State. The Government are aware that there is a large number of motor boats

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plying between several important places in the State and Government derive a considerable portion of their revenue of the canal department from these boat owners. It is complained by these boat owners that adequate return is not got from the Government by way of facilities in the provision of public jetties at different landing places and also exemption from payment of landing dues to Municipalities. These are the two specific points on which I want to draw the attention of the Government. There are two public jetties one in Ernakulam and another in Cochin where these boats are enjoined to put in and but for the insistence of the Government they would not of their own accord touch these jetties. For the simple reason that these boats, on account of the insistence of the Government, have to touch these jetties they are subjected to a payment to the Municipalities. One this matter a representation was made to the Government and I think the Public Works Department also recognised the reasonableness of the protest made by the boat owners. My information is that the Department made a recommendation to the Government to exempt the boats from the said payment. I had an occasion to interpellate the Government to know the progress of the correspondence on this matter and the final decision of the Government. The answer of the Government was that no final decision had been arrived at as regards the Mattancheri public jetty and that the matter was under consideration. But I know that some of the motor boat owners are making payments under protest and as against others civil suits and criminal prosecutions are going on at the instance of the Municipal contractor.

Dr. A. R. Menon.—What is the rate ?

Mr. K. Mohamed Seethi.—Four annas per boat per day. So this motion is intended to draw the attention of the Government to the grievances of the motor boat owners owing to the lack of adequate facilities for running their services, and also the injustice done to them in their being called upon to make a payment to the Municipal contractors for touching public jetties because they are asked to do so by the Public Works Department.

Mr. V. K. Aravindaksha Menon.—Sir, the Hon'ble Member refers to two points. They are the provision of jetties at intervening stations between Ernakulam and Cranganur for the convenience of landing. I may say that orders have been received from the Government to include this work in the next year's budget. The next point is the construction of jetties at Ernakulam. The question of the Ernakulam foreshore improvement is under the consideration of the Government and it is proposed to extend the Ernakulam foreshore by about 300 feet westwards

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Now if we construct any jetty on the present foreshore it will have to be replaced when the extension takes place. It has become necessary therefore to wait till these foreshore improvements are taken up and completed. As regards the levy of the Municipalities it must be understood that the Municipality has certain rights for collecting tolls. The Government can only meet the wishes of the boat owners in this respect, viz., at times when the boats are asked to touch P. W. D. jetties for purposes of licensing or for inspection of vessels, no landing charges will be collected. The Municipalities are being instructed to construct their own jetties at Ernakulam and Mattancheri.

Mr. A. B. Salem.—I rise to support the motion. It is indeed a great hardship imposed upon boat owners to make them pay double of what they were paying in older days. Before the Canal Department came into existence boat owners had not to pay any licensing fees. Now upon these boat owners heavy licensing fees are imposed. Then, in addition to them, we have got inspection fees; then, a half-yearly boiler inspection takes place. For all these they have to pay. All these taxes are to be borne for running the boat which used to be run free in olden days. In addition to them you now impose upon them a penalty for obeying your orders. I have got my own jetty, I have my own office, and other conveniences and you do not permit me to make use of my buildings or jetty; for you compel me to take my boat to your jetty and ask me to pay you and pay the license fees to the contractor as well. Have I no right to use my own private premises? Why should I be asked to pay for the using of the jetty? You say for convenience. If I am using my own jetty, why should I be made to pay to the municipality again? I think the Government should exempt me. If the Government exempt them from tolls, they can exempt boats coming to their jetty. You are improving the foreshore of Ernakulam yearly. Naturally the municipality has nothing to do there. That portion of the canal you have resumed. Why should the municipality exercise that right? I certainly do not see any reason or justice in the payment. I think the boat owners have a right to ask the Government not to impose the landing dues, in addition to all the other dues. After all who will have to bear the burden? The veriest poor. The charges of the travelling public will increase. No merchant is going to lose by these things. They will not have to bear the burden. They will defeat the purpose for which these jetties and boats are instituted and you will be placing these burdens upon the general public. Therefore, I think, there is a well made-out case for not charging these landing dues from these boats which you enforce to go to your jetty.

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Dr. A. R. Menon.—I rise to oppose this motion on principle. I do not wish to say whether the amount is too big or too small but the principle is unacceptable to the municipalities. The municipality has a right to collect such dues from boats and from vessels alike. The case of boats is similar to that of the buses. The buses pay licence fees and tolls. The license fee is given to the Government to meet the expenses of a special officer to inspect the mechanism, whereas it is a right of the municipality to demand some payment for using their roads and stands. As a matter of fact we collect Rs. 2,000 and odd from the buses in Trichur; at the same time I believe it is the duty of the municipality and the Government to provide jetties and other facilities and conveniences for the travelling public. But you cannot come forward and say, suppose I have got a private jetty why should I pay? If every body is going to open a bus-stand then the municipal administration will come to an end. On his principle and, as it affects our municipalities also, I oppose this motion. I have nothing to say against the amount or the obligations that the boat owners have to undergo. So far as the principle is concerned I am opposed to this. When you introduce the British system you can discuss this question. But the municipalities should not be interfered with. The Council as a body is against such a method.

Mr. P. Krishna Menon.—Sir, I beg to oppose the motion. In the first place, the complaint seems to be addressed to the Government. It is a matter in which the Government has nothing to do, because landing charges, so far as Ernakulam foreshore is concerned, are realised by the municipality and that is a substantial income for the municipality without which, as observed by the Hon'ble Member for Trichur, the municipality will find it hard to get on. Then again, with regard to the merit of the complaint I do not see why there should be complaint for a daily fee of one anna or two annas, if I am correct.

Mr. K. Mohamed Seethi.—Four annas.

Mr. P. Krishna Menon.—Because the municipality has supplied facilities for landing passengers and goods touching these jetties.

Mr. A. B. Salem.—Absolutely nothing.

Mr. P. Krishna Menon.—I am sorry to hear my friend has forgotten what provision has been made during his time, when he was the municipal Chairman, because the jetties were constructed at the cost of the municipalities.

Mr. A. B. Salem.—Not these jetties.

Mr. P. Krishna Menon.—Even this jetty was constructed at the cost of the Ernakulam Municipality. Therefore, when

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there are proper facilities for landing, I do not see any objection for realising a fee If the rate is exorbitant it is another thing. But I know that the rate is fixed on a certain data supplied to the municipality and I do not think that the rate is exorbitant, considering the large number of passengers carried by the boats. Perhaps the goods traffic is very little. Under these circumstances I submit that there is no reason for any objection to be raised.

Mr. K. Mohamed Seethi.—With regard to the principle of not meddling with the liberties of the municipalities there will not be one voice of dissent, and I do not think there is any difference of opinion between those Hon'ble Members who opposed the motion and those who supported it. It is not on the principle that there is divergence of opinion. With regard to the statement of the Member for Vyttila that the public jetty is constructed by the municipality, I want to get the correct information from the Government whether it was constructed by the Ernakulam Municipality or the Public Works Department.

Mr. V. K. Aravindaksha Menon.—The present ferry jetty was constructed by the Ernakulam Municipality.

Mr. A. B. Salem.— The jetty to the north of it?

Mr. V. K. Aravindaksha Menon.—That was constructed by the P. W. Department.

Dr. A. R. Menon.—You charge only 4 as. You have to maintain it.

Mr. K. Mohamed Seethi.—Another point which I want to urge before this House is that the argument advanced about buses is not applicable to boats, because in the case of these boats no facilities are provided by the municipality. For buses the roads are maintained by the municipality for which they are entitled to get something. In the case of boats nature has provided us with water and the municipality will not be justified in making a levy for services not rendered by them. This is a matter on which there is very strong feeling among the proprietors of the boats. They will make out a strong case before the Government and the municipality. I beg leave of the House to withdraw the motion.

The motion was withdrawn with leave of the House.

Motion No. 5.

Mr. A. B. Salem.—*To reduce the allotment of Rs. 15,000 under XXVII—Public Works by Re. 1.*

Mr. A. B. Salem.—This motion is tabled for the purpose of moving for papers relating to the Hydro-Electric Scheme and publishing them for public criticisms. It is a scheme which will roughly cost a capital expenditure of Rs. 50 lakhs for the

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Government. If I am not correct, the Hon'ble Member is there with full information and he will give the correct figures. It is going to cost a very large amount of money, and we know you are going to unexplored forests, and we have not got a road to go to Poringalkuttu, and you have an idea of extending the Tramway also to that place to transport materials, etc. All these need very careful consideration, and before the State undertakes it, we think that it will be advisable to the Government to be very careful in this matter and to get such information as is possible from all subjects that are interested. I don't think the publication of the scheme for public criticism will elicit much criticism from the Cochin public just because there are very few inside the State who know anything about this. Naturally they will not rush in with criticisms on a subject on which they do not possess any knowledge, but interested parties may come forward and criticise the scheme and point out the methods by which we may profit. I do not say that certainly you will get all these. But that is the natural result of the publication of the scheme. Therefore, I hope the Government will take the public into their confidence, because it is an important matter and, if sufficient power can be generated, it may be used in houses inside the State, and almost all the towns inside the State will be benefited by it. There is no doubt about it. Once I was told by the Chief Engineer that power can be supplied and the price may be not more than half an anna or 8 pies. If that is so, it is a very very cheap rate by which we can enjoy electrical power. We know there are schemes already working both in Trichur and in Mattancheri. In all these ways power can be used. If we can take power from this scheme, when the Harbour is developed they may take a large quantity. Almost all the mills, and factories will also take it wherever power is required. Even for the rice mills, though they need not make use of power at this cheap rate, power will be readily taken up. We like the Government to go forward with it as soon as possible, at the same time taking the public into their confidence so that nobody may say that we rushed it on, and made a mess of it. This was thought of even in Mr. Bhore's time, but the Government has tackled it only now. We know that Government is very earnest in getting the scheme examined very thoroughly and to undertake it at the earliest possible opportunity. It may also be that you can use it for the Railway. The Railway lines are electrified in Bombay and in Madras also they are introducing it and we do not see any reason why the Shoranur-Cochin Railway should not be improved by electrical power. All that I now move is for an original summary of the scheme and with a little

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more details and the men who are interested may come forward and look into the matter. That is all the purpose of the motion.

Mr. V. K. Aravindaksha Menon.—I have already informed the House that the scheme will be very carefully scrutinised by a firm of consulting engineers of repute and the House need not have any apprehensions on the question of the feasibility and proper working of the scheme in Cochin. The Government also do not find any objection in placing the summary of the scheme before the public when it is ready.

Mr. Thomas Manjuran.—May I know whether anybody has worked out the commercial aspect of the scheme, whether the probable returns are likely to be anything like adequate? In that connection, may I know if this figure stated by my Hon'ble friend, is anything like a correct one or has it any foundation? Has anybody any idea of the possible returns? This statement, that the matter will be examined by a firm of consulting engineers, does it not mean that you are going to get their opinion as regards the soundness of the scheme? But the soundness of the scheme is different from a commercial aspect. Is it commercially sound?

Mr. K. P. Kannan Nayar.—Is it going to be an experiment?

Mr. Thomas Manjuran.—We do not want another Tanneries or Potteries. We must remember that a necessity must be distinguished from a luxury. Is this after all a real necessity? If it is a paying concern, it is well and good. But we must be sure. It will be folly on my part to oppose it if it is paying. But we are not over-flowing with money just now. The thing ought to be very carefully considered both from the commercial standpoint and the standpoint of utility.

Mr. V. K. Aravindaksha Menon.—The commercial point of the scheme will be thoroughly gone into in this investigation. We have taken statistics of the needs of the local market in Cochin. But it is not complete, I might give this House some information regarding it. In Trichur there are several mills from where an income may be expected.

Mr. C. Barton Wright.—Will they take up the electrical scheme?

Mr. V. K. Aravindaksha Menon.—They will take it because the rates will be much less than what they have to spend at present and further, when the question of the growing dearth of the fuel is considered, it will be more beneficial for them to take power from the Hydro-Electric lines. I think that the scheme, even at 50 lakhs, will certainly be a paying concern.

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Mr. Thomas Manjuran.--May I know whether there is a single mill in existence now with the plant with which they can use electrial power, for instance, the oil mills in Cochin?

Mr. V. K. Aravindaksha Menon.—In the case of these mills, they have simply to replace the prime mover by one Electric motor.

Dr. A. G. Menon.—Can you electrify our Railways?

Mr. V. K. Aravindaksha Menon.—It is a difficult matter. The capital required for electrifying the Railways may itself amount to 30 to 40 lakhs. So, that is a matter which will be considered later on, not along with the present scheme.

Mr. C. V. Kuriyan.—For the information of the House I may say that Mr. Forbes has submitted that the scheme will be useful for lift irrigation and for irrigating Kole lands. Now if we take the question of irrigation also, then it will be a very good business concern. In the report submitted by Mr. Forbes, he says, "My suggestion is that the Government should take over the pumping, that the area should be divided into as large blocks as possible to facilitate pumping and to obviate the necessity for the costly maintenance of the inner bunds now required to differentiate individual owner's blocks for pumping purposes, that the pumping should be done electrically and that ultimately *the vast quantity of water which has now to be drained into the sea, should, by lifting, be partly stored and partly used for irrigating the lands now lying idle or yielding but a single crop*". Again, he says, "For the present my proposal is that we should merely do by electricity what is now being done by steam or oil engines. Ultimately, however, I look to a great development of lift irrigation by electricity which should revolutionise agriculture in the State. *Not only will it be possible to store water for the use of the kole lands when necessary*, but, with the help of properly constructed high level counter channels it will be possible to utilise the vast stores of water now useless, because of the level at which they stand, to raise a second crop on single crop lands and to bring into cultivation areas which at present yield no crop at all". Similar observations are found in Mr. Forbes's report on the Hydro-Electric Scheme under the heading 'Kole lands'. He says as follows:—"These constitute about 13,000 acres of very rich lands which are normally flooded from June to February, but if unwatered in time, produce very fine rich crops, and if this water can be stored on adjacent lands, will either provide water for opening out new lands or for a second crop on lands on which a single crop is now grown. Motor-driven pumps supplied from tht Hydro-Electric power systems will guarentee that the lands are unwatered in time for a crop of each year and provision has been made in two estimates for their unwatering each year by the end of January, but from my inspection I am of opinion that this will be only the beginning of things. The unwatering will be completed in 3 months and the power can be used during the remaining 9 months for pumping water from the rivers to high level canals and distributed to lands now under dry cultivation and to obtain a second crop from lands now growing only one. I would recommend a careful survey of the lands adjacent to the power lines and rivers with adefinite aim of *using the power for lifting irrigation at a time when it would otherwise not be used*"

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Now, this also may be taken as one of the considerations for launching upon the scheme which will revolutionise agriculture in the State.

Mr. Thomas Manjuran.—May I know whether any firm has been approached who would be willing to undertake this work on payment of a Royalty to the Darbar? If it is a commercial proposition one would expect that there would be eager competitors to get hold of the privilege.

Mr. V. K. Aravindaksha Menon.—We are now raiseing the point whether it is advisable to give the control of the hydro-electric power to a private company (*hear, hear*) in preference to State Development. Is it wise to ask a private company to work the scheme on a Royalty basis?

Mr. Thomas Manjuran.—Then at least we shall have a consolation that we are on a sure ground.

Mr. V. K. Aravindaksha Menon.—Financial stability of the scheme has to be explored by proper investigations which will be done. We are thankful to the Member for Anthikad for having pointed out the prospective income from the dewatering of kole lands. We shall not lose sight of it. We have already appreciated the possibility lift irrigation and have started one in Vellarappilly on an experimental basis.

Mr. A. B. Salem.—Sir, I would add just a few words more. From the little information I have had it strikes me that, if the capital expenditure is 50 lakhs, the income would be seven lakhs and sixty thousand rupees. That is the estimate from the rough figures available and I certainly would oppose any idea of giving away our hydro-electric power to any one else. These are the things which must be kept in the country at any cost, even if we lose something at the beginning. Certainly there are very great advantages in keeping this to ourselves. The fuel in the country will get completely released and we can export it outside and for that fuel the hydro-electric power will do. That is an idea which must be combated with all the emphasis at our command. It should not be given to anybody else. But there is an ideal also underlying, that is, our money should not be experimented upon and that it should be usefully spent. The other point may be considered, whether we can get a contractor to undertake the work and for a certain fixed amount. The Government has got it investigated, and calculated that a certain amount of money will be necessary to bring the scheme into working order. The Government can call for tenders from any elect ical engineering firm either in India or in Europe or America, and ask them what their charges would be to build up the scheme for us and all the information that we have got may be made available to them. If they can

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do it at a cheaper cost, give it to them. We can know what the outside charge will be for bringing this scheme into existence. That would not be a bad idea. There are harbour building firms who build harbours and hand them over to Government and there are any number of electrical engineering firms now who are accustomed to generate electrical power. Certainly there is an apprehension in the minds of certain Members that, if it is done by Government, there will be no element of profit in the hands of the Government. Government would not count the expenditure at all. Varying of estimates by thousands would not matter to the Government, but it would certainly matter to a commercial firm building an electrical scheme for us. They would also try to make some money. We have no idea of profits at all and it will not enter into our calculations. So we will be giving an estimate and later on we find unforeseen difficulties in our way and the estimates may go up by lakhs. That is the apprehension, I think, that is in the mind of the Hon'ble Member for Trippunittura. For that I submit, it will be well for the Government to consider that aspect of the matter whether we cannot hand over the building of the scheme for a certain fixed amount to a competent electrical engineering firm. I only move this just to ventilate these ideas for the information of the Government so that they may take them also into consideration when they are going forward with the scheme. We are all anxious that the scheme should be proceeded with as expeditiously as possible, and we need not hesitate to spend any amount in the investigation stage at the cost of the tax-payer. The ideas we have placed may be considered by the Government. Now, I shall ask your permission to withdraw the cut and allow the grant to be passed.

The motion was withdrawn with leave of the House.

Question put: *that the demand may be made.*

Motion carried.

22. I—Land Revenue—Cranganur—Rs. 311.

Mr. T. M. Krishna Menon.—Sir, I beg to move for an additional allotment of Rs. 311 under I—Land Revenue—Cranganur This demand partakes of the same character as the one that I moved in the beginning in respect of the State. This amount is required to meet the extra expenditure resulting from the revision of the pay of the village staff, Cranganur. Details have been furnished to the Standing Finance Committee and the total amount comes to Rs. 311. I pray that the House may be pleased to sanction the same.

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